

4 YEARS AGO

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ANYBODY who has been using Abbott's Corn Meal in their cooking, please send me a letter telling me how much you like it. I will send you a free trial of it. Write to me at the following address: E. B. HARRIS, 1011 North St., Fort Worth, Tex.

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AN OPEN LETTER.

[Continued from the Fifth Page.]

your intervention, and no such opportunity has been accorded us. We now request that your circular No. 43 be made non-effective until you have had an equal opportunity to be heard. We are sure that justice can be afforded each line in interest.

Up to the present writing I have received no reply.

I quote below the commission's mileage rates on lumber now in effect between two stations within the state of Texas:

RATES IN CENTS PER 100 POUNDS.

MILEAGE.	Rate
10 miles and under	4.5
15 miles and over 10 miles	4.5
20 miles and over 15 miles	4.5
25 miles and over 20 miles	4.5
30 miles and over 25 miles	4.5
35 miles and over 30 miles	4.5
40 miles and over 35 miles	4.5
45 miles and over 40 miles	4.5
50 miles and over 45 miles	4.5
55 miles and over 50 miles	4.5
60 miles and over 55 miles	4.5
65 miles and over 60 miles	4.5
70 miles and over 65 miles	4.5
75 miles and over 70 miles	4.5
80 miles and over 75 miles	4.5
85 miles and over 80 miles	4.5
90 miles and over 85 miles	4.5
95 miles and over 90 miles	4.5
100 miles and over 95 miles	4.5
105 miles and over 100 miles	4.5
110 miles and over 105 miles	4.5
115 miles and over 110 miles	4.5
120 miles and over 115 miles	4.5
125 miles and over 120 miles	4.5
130 miles and over 125 miles	4.5
135 miles and over 130 miles	4.5
140 miles and over 135 miles	4.5
145 miles and over 140 miles	4.5
150 miles and over 145 miles	4.5
155 miles and over 150 miles	4.5
160 miles and over 155 miles	4.5
165 miles and over 160 miles	4.5
170 miles and over 165 miles	4.5
175 miles and over 170 miles	4.5
180 miles and over 175 miles	4.5
185 miles and over 180 miles	4.5
190 miles and over 185 miles	4.5
195 miles and over 190 miles	4.5
200 miles and over 195 miles	4.5
205 miles and over 200 miles	4.5
210 miles and over 205 miles	4.5
215 miles and over 210 miles	4.5
220 miles and over 215 miles	4.5
225 miles and over 220 miles	4.5
230 miles and over 225 miles	4.5
235 miles and over 230 miles	4.5
240 miles and over 235 miles	4.5
245 miles and over 240 miles	4.5
250 miles and over 245 miles	4.5
255 miles and over 250 miles	4.5
260 miles and over 255 miles	4.5
265 miles and over 260 miles	4.5
270 miles and over 265 miles	4.5
275 miles and over 270 miles	4.5
280 miles and over 275 miles	4.5
285 miles and over 280 miles	4.5
290 miles and over 285 miles	4.5
295 miles and over 290 miles	4.5
300 miles and over 295 miles	4.5

It will be observed that you have quoted in this tariff as equitable and just revenue to be derived by any one line for a haul of eighty-five miles or over eight miles 12.5 cents per 100 pounds in carload lots. In circular No. 43, fixing the division of revenue between the Southern Pacific, Houston and Texas Central, and Fort Worth and Denver City railways, the maximum revenue which could be derived by any one line for a haul of eighty-five miles or over eight miles 12.5 cents per 100 pounds in carload lots. In circular No. 43, fixing the division of revenue between the Southern Pacific, Houston and Texas Central, and Fort Worth and Denver City railways, the maximum revenue which could be derived by any one line for a haul of eighty-five miles or over eight miles 12.5 cents per 100 pounds in carload lots.

For fear that you may use your usual argument that this is an extreme case, I will offer you a further concession. If you publish as equitable and just to any one line on which lumber has origin and destination as compared with the revenue which you have kindly allowed this company as division of the rate on corresponding hauls:

MILEAGE.	Commis- sion	Revenue	Allowed
10 miles	4.5	8.0	4.5
15 miles	4.5	12.0	8.0
20 miles	4.5	16.0	12.0
25 miles	4.5	20.0	16.0
30 miles	4.5	24.0	20.0
35 miles	4.5	28.0	24.0
40 miles	4.5	32.0	28.0
45 miles	4.5	36.0	32.0
50 miles	4.5	40.0	36.0
55 miles	4.5	44.0	40.0
60 miles	4.5	48.0	44.0
65 miles	4.5	52.0	48.0
70 miles	4.5	56.0	52.0
75 miles	4.5	60.0	56.0
80 miles	4.5	64.0	60.0
85 miles	4.5	68.0	64.0
90 miles	4.5	72.0	68.0
95 miles	4.5	76.0	72.0
100 miles	4.5	80.0	76.0
105 miles	4.5	84.0	80.0
110 miles	4.5	88.0	84.0
115 miles	4.5	92.0	88.0
120 miles	4.5	96.0	92.0
125 miles	4.5	100.0	96.0
130 miles	4.5	104.0	100.0
135 miles	4.5	108.0	104.0
140 miles	4.5	112.0	108.0
145 miles	4.5	116.0	112.0
150 miles	4.5	120.0	116.0
155 miles	4.5	124.0	120.0
160 miles	4.5	128.0	124.0
165 miles	4.5	132.0	128.0
170 miles	4.5	136.0	132.0
175 miles	4.5	140.0	136.0
180 miles	4.5	144.0	140.0
185 miles	4.5	148.0	144.0
190 miles	4.5	152.0	148.0
195 miles	4.5	156.0	152.0
200 miles	4.5	160.0	156.0
205 miles	4.5	164.0	160.0
210 miles	4.5	168.0	164.0
215 miles	4.5	172.0	168.0
220 miles	4.5	176.0	172.0
225 miles	4.5	180.0	176.0
230 miles	4.5	184.0	180.0
235 miles	4.5	188.0	184.0
240 miles	4.5	192.0	188.0
245 miles	4.5	196.0	192.0
250 miles	4.5	200.0	196.0
255 miles	4.5	204.0	200.0
260 miles	4.5	208.0	204.0
265 miles	4.5	212.0	208.0
270 miles	4.5	216.0	212.0
275 miles	4.5	220.0	216.0
280 miles	4.5	224.0	220.0
285 miles	4.5	228.0	224.0
290 miles	4.5	232.0	228.0
295 miles	4.5	236.0	232.0
300 miles	4.5	240.0	236.0

The foregoing figures demonstrate the fact that you consider any one line enjoying the entire haul and conceding a gross rate, entitled to 50 per cent more revenue than you consider any two lines entitled to for a corresponding haul; and, furthermore, that you consider a line entitled to more revenue than any one line enjoying the entire haul of eight miles should be entitled to one-tenth cents per 100 pounds more revenue than you consider a line entitled to for a 441-mile haul.

I have no doubt when you read this you will proclaim it to be ridiculous and deny your own tariff as you did in my argument before you giving a practical illustration of the working of your original commodity tariff No. 1 on grain, etc. But a little matured reflection will convince you that the figures I have quoted are absolutely correct. They ought to be, at least, as they are taken from your own publication.

Your honorable commission has publicly announced that the railroads had nothing whatever to do with protecting the commercial or competitive interests of the country, and you have further publicly announced that you straight mileage rates are based on the principle that every commercial location should be entitled to the benefit arising from the advantages thereof, and that the railroads should receive compensation according to the service performed, and that they had no right to tax legitimate industries on their line by reducing their revenue in order to protect competitors who participate in commercial locations to enter into competition. Let us see if you have not, in practice, stultified the very principle which you proclaim in justification of your straight mileage basis. In the first place, we will take Jefferson, Tex., 195 miles from Fort Worth, as representing an average haul on lumber from the Texas and Pacific mills to Fort Worth. In order to put the Southern Pacific mills, including Beaumont, on a competitive basis with the Texas and Pacific mills, you made Houston mileage instead of Beaumont mileage, only on lumber from Beaumont to points on our line, thereby depriving the Texas and Pacific mills of that advantage of location which the advocacy of your principle should accord them. You have, in other words, placed, wantonly and recklessly, deprived the Fort Worth and Denver City railway of that legitimate revenue which it should derive had you put your principle into effect. You have, in other words, placed, wantonly and recklessly, deprived the Fort Worth and Denver City railway of that legitimate revenue which it should derive had you put your principle into effect.

We will verify this statement by still further figures of which you were fully cognizant as verified in the foregoing correspondence, and that you have forced us to accept on lumber from Southern Pacific mills delivered us at Fort Worth as present revenue on lumber from Texas and Pacific mills delivered us at Fort Worth:

MILEAGE.	Rate
10 miles	4.5
15 miles	4.5
20 miles	4.5
25 miles	4.5
30 miles	4.5
35 miles	4.5
40 miles	4.5
45 miles	4.5
50 miles	4.5
55 miles	4.5
60 miles	4.5
65 miles	4.5
70 miles	4.5
75 miles	4.5
80 miles	4.5
85 miles	4.5
90 miles	4.5
95 miles	4.5
100 miles	4.5
105 miles	4.5
110 miles	4.5
115 miles	4.5
120 miles	4.5
125 miles	4.5
130 miles	4.5
135 miles	4.5
140 miles	4.5
145 miles	4.5
150 miles	4.5
155 miles	4.5
160 miles	4.5
165 miles	4.5
170 miles	4.5
175 miles	4.5
180 miles	4.5
185 miles	4.5
190 miles	4.5
195 miles	4.5
200 miles	4.5
205 miles	4.5
210 miles	4.5
215 miles	4.5
220 miles	4.5
225 miles	4.5
230 miles	4.5
235 miles	4.5
240 miles	4.5
245 miles	4.5
250 miles	4.5
255 miles	4.5
260 miles	4.5
265 miles	4.5
270 miles	4.5
275 miles	4.5
280 miles	4.5
285 miles	4.5
290 miles	4.5
295 miles	4.5
300 miles	4.5

These figures demonstrate the fact that contrary to your avowed principle you force us, in order to place Southern Pacific lumber on our line in competition with Texas and Pacific lumber, to accept on Southern Pacific lumber even at the minimum weight of 24,000 pounds per car, the following revenue per car less than we derive on Texas and Pacific lumber:

These figures demonstrate the fact that contrary to your averaged principle you force us, in order to place Southern Pacific lumber on our line in competition with Texas and Pacific lumber, to accept on Southern Pacific lumber even at the minimum weight of 24,000 pounds per car, the following revenue per car less than we derive on Texas and Pacific lumber:

Mileage	Reduction per car of 24,000 lbs.	Mileage	Revenue per car of 24,000 lbs.
35 miles...	\$ 6.96	37 miles...	\$11.04
105 miles...	3.54	37 miles...	11.38
135 miles...	4.08	401 miles...	12.24
200 miles...	5.52	412 miles...	12.72